

## **Finding of No Significant Impact**

There is also the potential for cumulative visual and aesthetic effects and effects to unnamed streams in the vicinity of the study area. Minor changes to the visual landscape would occur under the Preferred Alternative. Although there are no prominent scenic vistas or visual resources in the project area, the widening of Hopson Road and Church Street as well as the extension of Church Street to connect with Hopson Road would introduce new elements into the built environment. These new elements, combined with those of projects on Davis Drive, NC 54, and the Triangle Parkway, would introduce new man-made elements to the visual environment, and continue changing the visual character of the area from rural to suburban. However, this is consistent with the land use plans for the area and recent developments such as Keystone Crossing.

The Preferred Alternative, together with other growth and development in the ICE Study Area, would increase the amount of soil disturbing activities, thus increasing the risk of stream sedimentation and turbidity from construction-related erosion. However, local sediment and erosion control regulations, Neuse River buffer rules, post-construction and stormwater ordinances, and other water quality protection measures would minimize these effects.

Construction of the Preferred Alternative would contribute to continued forest fragmentation and wildlife habitat disturbance that has occurred throughout the ICE Study Area. Cumulatively, there are several projects planned in the ICE Study Area that could add to this effect. However, the area is developing consistent with the land use plans of Durham County, which call for a mix of commercial, industrial, and medium-density residential development in the project area.

## **Public and Agency Coordination**

**Circulation of the Environmental Assessment.** As previously noted, the original EA for the project was approved and signed by FHWA on September 2, 2009 when FHWA was the lead agency. The EA was made available for public review at various government offices. Copies were distributed to state and federal environmental resource and regulatory agencies and local governments. A map displaying the location and design of the project and a copy of the environmental document were available for public review at the NCDOT Highway Division 5 Office, located at 2612 N. Duke Street in Durham, the Town of Morrisville -Town Hall, located at 100 Town Hall Drive in Morrisville, and at the City of Durham – Transportation Division, located at 101 City Hall Plaza (4<sup>th</sup> floor), in Durham. Copies of the Public Hearing Map also were available upon request at [www.ncdot.org/doh/preconstruct/highway/roadway/hearingmaps\\_by\\_county/](http://www.ncdot.org/doh/preconstruct/highway/roadway/hearingmaps_by_county/). Comments on the EA were accepted by NCDOT through February 19, 2010.

Subsequently, the project was selected for ARRA funding through the FRA, requiring a change in the lead agency. The FRA became the lead agency, and a revised and updated EA was completed on December 1, 2011. Because there were no changes to the project or to the Preferred Alternative, nor were there notable changes in project impacts, NCDOT determined, with FRA's concurrence, that another Public Hearing and public comment